NAZI 'SKY-WRITERS' LEAVE THEIR TRAIL ABOVE ST. PAUL'S

Fascinated by what looked like "sky-writing" by enemy aeroplanes overhead, thousands of Londoners forgot to search for shelter and kept their eyes glued on the sky. This photograph was taken from a building in Fleet Street on September 6, 1940, between 8.49 and 9.59 a.m., when enemy aeroplanes were circling over the City of London drawing strange patterns against the sky. Actually their production is involuntary, being due to the action of cold air on the exhaust at a great height. *Photo, Planet News*

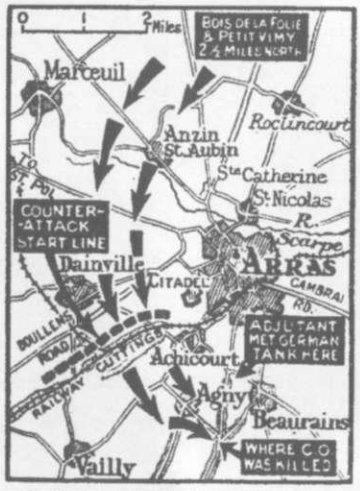
When Tank Fought Tank Near Arras

When the Battle of the West opened there were two Army Tank battalions with the B.E.F. and both were heavily engaged in the operations that preceded the evacuation from Dunkirk. Here we tell of the exploits of one of the battalions as described in the "Daily Telegraph" by Mr. Douglas Williams.

On May 12, two days after the Germans marched into the Low Countries, a battalion of British tanks which had been engaged in training exercises over open country west of Arras, received rush orders to move into Belgium to join the main body of the B.E.F., which had already crossed the frontier. The tanks were sent by rail and the men followed in their vehicles.

After a few days in Belgium the battalion was ordered back to Orchies, in the old Gort Line, and from there was again withdrawn to Vimy and placed under the orders of the 50th Division to assist in the counter-attack which Gen. Martell was organizing to relieve the Arras garrison.

It arrived in the Bois de la Folie, near Vimy, shortly after dawn on May 21, and while the men, who had been on the move all night, snatched a bite of breakfast and a brief rest, the officers hurried to a house in Petit Vimy to receive the operation orders.



On this map can be traced the movements of the tanks during the action described in this chapter.
Courtesy of the "Daily Telegraph"

The counter-attack was to take place that same afternoon, and the battalion was given a start line along a railway track south-west of Arras. Despite the fact that the battalion had moved 300 miles in less than 10 days, with practically no opportunity for the maintenance and repair of vehicles, 38 Mark I. tanks (weighing about 10 tons each, with a crew of two and armed with Vickers machine-guns) were available, plus seven Mark II. tanks (weighing 25 tons, carrying a crew of four, and armed with the two-pounder anti-tank gun) borrowed from another unit.

Sharp at 11 a.m. all moved off in proper order towards the start line, while the commanding officer and the adjutant went forward in light tanks to make contact with the battalion of Durham Light Infantry which they were instructed to support. On arrival, however, at Anzin St. Aubin, where the rendezvous had been given, they found that the infantry had not arrived, and they did not, in fact, put in an appearance until an hour later, having been delayed en route.

The attack, however, began promptly at 2 p.m., and as the tanks rolled forward they came into immediate contact with the enemy in strong force. The crossing of the railway was made difficult by the fact that it was here running through a cutting and could be crossed only at a few places, and, in the hope of clearing out enemy forces which were holding them up, the seven large tanks were ordered forward to deal with them. They were not seen again and were presumably either captured or immobilized.

Shortly afterwards the remainder of the tank force came under heavy fire from anti-tank guns, but they had no trouble in silencing the enemy as soon as the latter's positions were given away by the flash of the first discharge. The German crews packed up and moved off in a hurry at the first burst of our machine-gun fire.

The enemy infantry showed no great courage. On many occasions parties of them came running towards the British tanks, undoing their ammunition and revolver belts as they did so, and handing these in through the flaps to the British crews inside.

In other cases, so terrified were the Germans that in their eagerness to surrender they even climbed on top of the tanks and perched there with their hands in the air. Others lay down, shamming dead, and one tank, investigating a gravel pit, found no fewer than 50 Germans lying huddled together, hoping they would be passed over as dead, though in this they were disillusioned.

By this time the battle had spread out over a large area and had developed into individual fighting by individual tanks. A number of our tanks had had to be discarded owing to mechanical breakdowns, and the wireless communication sets on those still engaged were out of action or could not be used, as there had been no time to tune in all the sets on the same frequency.

We were inflicting heavy losses, and matters were progressing very favourably until the commanding officer, still directing the battle from his light tank, was killed by a direct hit from a German field battery at point-blank range as he stood up in the control tower.

There were still about a dozen tanks in this area. These were collected together by the senior officer present, and he led them to contact the Durham Light Infantry, who were now observed advancing across country in "open order" with their rifles at the "ready" and with Germans emerging from the crops around them with their hands up surrendering.

Further on, the British tanks suddenly came upon a collection of German vehicles, including two enormous six-wheeled petrol containers. They opened immediate fire and destroyed the lot, including the petrol tanks, holding thousands of gallons, which burnt fiercely.

By this time contact with the infantry had again been lost, and it later appeared that the D.L.I. had suffered heavy losses from a German dive-bombing attack which had forced the men to disperse into cover.

All the afternoon fighting continued until, towards the evening, the tanks rallied behind the infantry which were found again holding a position at Beaurains. Operations were confused, and neither side had any clear information where the other was.

At about nine o'clock, when the Tank Adjutant was holding a conference at a cross-road with the Acting Commanding Officer of the D.L.I. (the C.O. having become a

This line of British light tanks was photographed during exercises in France. Amidst a pause in the day's work an alarm has been sounded and the men "double" to their tanks to move off. The light tanks are manned by the cavalry regiments, while the heavy tanks form the Royal Tank Regiment.

Photo, British Official: Crown Copyright

German and British Tanks in the Battle of France

This German light tank is passing through a ruined French village during the thrust to the coast of Northern France. It was the skilful use of these light armoured units that made the Nazi success possible.

Photo, Keystone

casualty), they heard a rumble of tanks approaching. It was dark by this time, with a heavy pall of smoke from burning vehicles covering the countryside. The Durham officer insisted that the tanks were German; the adjutant was equally positive that they were British.

Finally, the adjutant decided to walk forward and find out for himself, and as he met the leading tank he tapped on the visor with a couple of maps he held in his hand. The tank stopped, and to his horror a couple of German heads popped out of the flaps! He turned and ran like a hare 300 yards down the road, with the Germans shooting at him with all they had.

The burst of fire had warned the British tanks of the enemy's proximity, and a heavy pitched battle ensued at less than 300 yards' range between the ten small British tanks and five big German ones. For ten minutes, violent fighting continued at this point-blank range, with tanks on each side shooting at gun flashes from the other side. Finally, the British tanks dropped a smoke candle, which caused a lull for a couple of minutes, and then fighting was resumed with greater intensity.

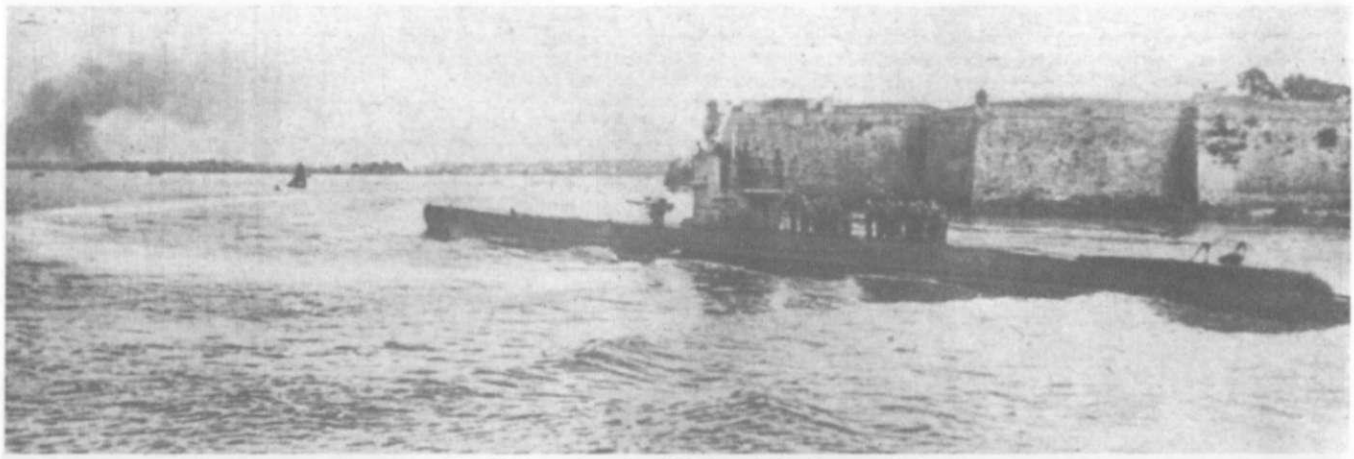
Luckily for us, because by this time ammunition was running low, the Germans decided that they had had enough, and lumbered away into the darkness.

By this time it was 10 o'clock, and in the absence of definite orders the tank commanders were instructed to withdraw, and started their way back to Vimy. They returned cross-country, passing a wood full of burning German vehicles, and after crossing the River Scarpe at Anzin they reached their encampment in the Bois de la Folie just as dawn was breaking.

The tank may be regarded as the most important arm of the modern army, and, among other functions, it has entirely superseded the cavalry. The centre and lower photos in this page were taken with the tanks of the B.E.F. in France early in 1940. Centre, two of the crew of a tank are at the alert during night exercises. Above, a British tank is moving forward somewhere in France.

Photos, British Official: Crown Copyright

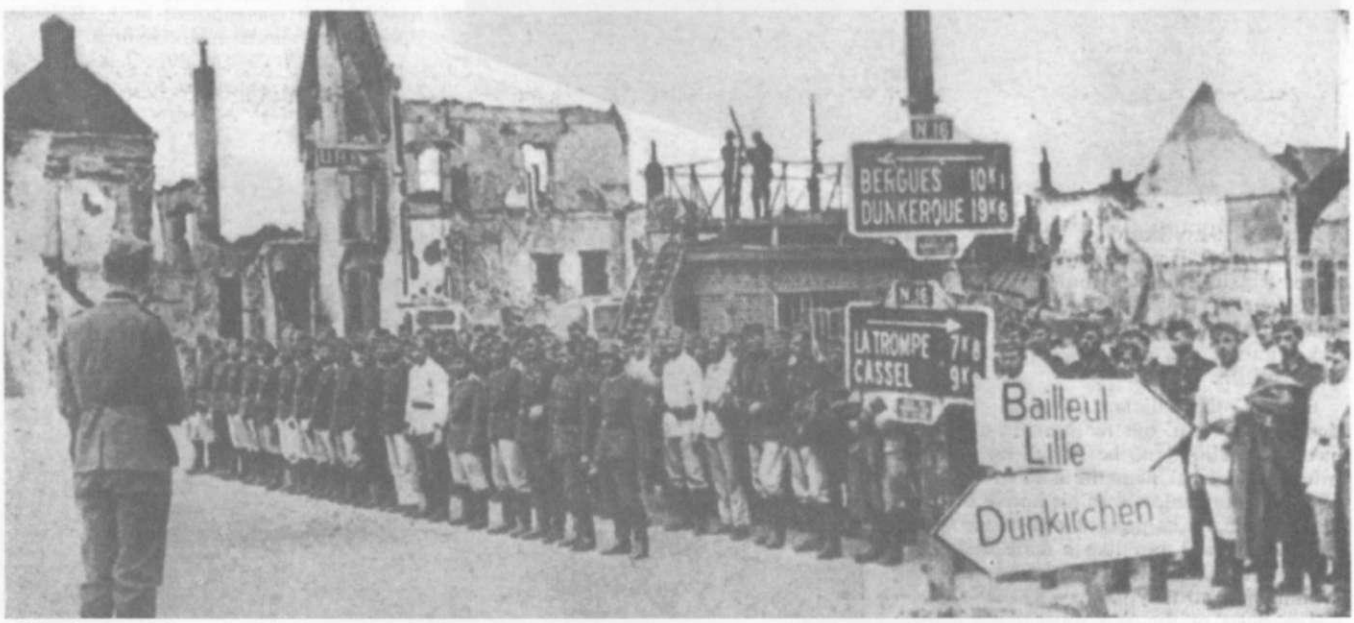
Three Arms of German Might in Occupied France



The Nazi propaganda which issued this photograph stated this U-boat was returning from one of the long trips made possible by the occupation of French ports.

At a Nazi aerodrome in France, raiders from England are describing their exploits to Gen. Milch, Inspector-Gen. of the Luftwaffe, second from left, and Marshal Goering.

Every unit of the German army is provided with expert photographers (see page 329, Vol. 2), for propaganda purposes. Those above are operating a large telephoto camera.



This photograph is a poor effort in propaganda, for the Nazi soldiers, lined up for roll call in a French village near Dunkirk, are distinctly shabby. On a roof behind are two men with an A.A. gun. Signposts bearing German names have been put up beside the French ones. Centre, supplies of petrol are being issued. Strict economy in petrol is enforced in the German army, spilling even drops being punishable.

Photos, E.N.A. and Associated Press

What We Have Learned in a Year's A.R.P.

BY SIR ALEXANDER ROUSE, C.I.E.

Here, appropriate to the experiences of the citizens of this country stoically enduring daily air attacks, is a review of the lessons officially drawn from the experiences of the first twelve months' work in A.R.P. Sir Alexander Rouse writes with the authority of his position of Chief Engineer to the Ministry of Home Security.

AFTER a year of war it is possible to review the results of bombing and compare them with the effects which were anticipated and on which the shelter policy of the Government was based. That policy was designed to give protection from the splinters and blast of a heavy high explosive bomb bursting within 50 ft. of a structure or shelter, and it may be said with confidence that the effects experienced have been less devastating than anticipated.

Dwelling-houses are completely destroyed only by a direct hit somewhere near the centre. Hits near the side, or near-misses, only remove part of the house, and unless the occupants happen to be in this part they have usually escaped without serious injury, and even when the house had been completely destroyed, survivors have often been rescued from the debris. I have seen a case where a heavy bomb exploded so close to two semi-detached houses that the walls were within the crater, which was 40 ft. wide and about 10 ft. deep; the houses were laid completely flat.

A woman with her baby who were in the upper storey were, however, taken from the wreckage suffering only from bruises, having been protected by a couch which turned upside down on top of them. That was luck. In another case a girl took shelter under the kitchen table and in spite of the whole house coming down she was rescued unhurt but naturally a little shaken, and affirmed that Hitler was not going to frighten her! In the former case the woman and the baby were lucky, but in the latter the girl took a sensible precaution. In all houses there are places which are safer than others, and if there is no time to get into the shelter it is always worth while getting into the safest place possible, having thought out beforehand where such places are.

The shelters which have been provided or recommended by the Government have all come up to expectations in providing protection and have even proved more efficacious. The Anderson steel shelter has stood up to bombs at a distance of only 10 ft. away, provided that it has been covered with the correct amount of earth, that is, 15 inches on top and 30 inches at the sides and back. It is deplorable, however, that so many people have not taken the trouble to give the correct amount of earth, and disaster has followed in many cases of which examples are given in the photographs.

In the official instructions for the erection of these shelters it was stated that if the entrance was within 15 ft. of the house or substantial wall, no baffle wall in front was necessary as it was considered that anything falling closer than this would be pretty sure to wreck the shelter. Experience, however, has proved that even if the shelter is only 6 feet or 8 feet from the house or wall a very large additional amount of protection is given by erecting a baffle wall, since a bomb falling between house and baffle wall will very possibly not hurt the occupants of the shelter.

So much has been said by the Press about the protection afforded by the Anderson steel shelters that the popular fancy, which was once inclined to scorn them, is now clamouring for them and is inclined to reject the more substantial surface brick shelter with 13½ in. brick walls.

This is quite erroneous, as these brick shelters have equally proved their worth. No case has been recorded of splinters from a bomb penetrating a 13½-inch wall except when the explosion has been so close as practically to destroy the wall. In fact, few splinters, except from very heavy bombs exploding near by, have penetrated even 9-inch walls.

The photograph above shows the necessity of the covering of earth over an Anderson shelter. It was riddled with splinters from a bomb bursting 20 feet away. Left, is a shelter with no earth over the back, a bomb burst 15 feet away and splinters killed two of the occupants.

Photos, Ministry of Home Security

As regards trenches, few cases have been reported of near-misses, but in all cases reported they have more than come up to expectations.

Basements, too, have served their purpose well. In fact, under smaller buildings such as domestic residences of 2 or even 3 storeys, they have, even when unstrutted, sufficiently withstood the weight of debris which has been produced by the demolition of the house above to prevent fatal injury to the occupants.

The value of the home as an air-raid shelter has been proved over and over again.

Strange Indeed are the Ways of Blast

Many tributes have been paid to the steel Anderson shelters, which have proved so effective in saving lives threatened by bombs. Very effective, too, are the surface shelters, built of brick and concrete. A row of such shelters was put up to afford protection to people living in a street of small houses in a northern town. A bomb fell only 25 ft. away from the shelter to the left of the photograph, but, as can be seen the shelter, like others in the row, was undamaged.

The effect of a heavy bomb on a row of houses in a colliery district is seen in the photograph, right. A heavy bomb fell only 20 feet from the back wall, but the casualties were three children in the back lane who were killed. Despite the severe damage, the people in the houses escaped injury.

The photograph left shows the front of the same houses. They exemplify the unexpected results that sometimes follow from a high explosive bomb. Though the bomb fell at the back of the houses, the damage was greater on the street side for the front walls collapsed while those at the back withstood the shock. This was probably due to the way in which the shock of the explosion from the bottom of the crater travelled through the ground.

Courtesy of the Ministry of Home Security

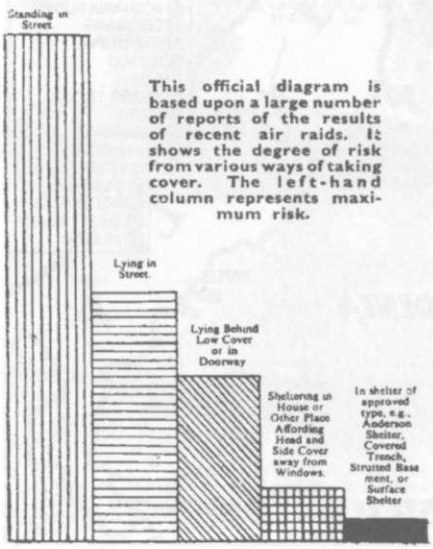
They Used Their Homes as Shelters—and Lived

A narrow room on the ground floor with stout walls affords excellent protection. In the demolished house above three people escaped with slight injuries by sheltering in the front hall. Next door (see photo of both halls at right) people in the hall were quite uninjured.

Photos, courtesy of Ministry of Home Security

Casualties in houses from bomb splinters have been negligible and these have been due to people carelessly standing near windows or doors. The casualties in dwelling-houses have been mainly due either to direct hits, when the occupants were damaged by the debris and blast, or else to flying glass from bombs exploding near by. In a survey of 650 cases in urban areas, about a quarter of the casualties have been due to flying glass striking people either in their own houses or in the streets. The importance of protecting windows by pasting netting or other fabric or even stout paper over the glass has been emphasized by innumerable examples.

Where occupants of houses have taken the trouble to study the pamphlet "Your Home as an Air Raid Shelter" and to select the best part of the house for a refuge room, they have been safe, even where the house was partially demolished by a direct hit. A narrow room or passage with the maximum amount of solid brickwork around it, such as the hall or the space under the stairs, has survived in a very large number of cases.


Standing in Street
Lying in Street
Lying Behind Low Cover or in Doorway
Sheltering in House or Other Place Affording Head and Side Cover away from Windows
In shelter of approved type, e.g., Anderson Shelter, Covered Trench, Strutted Basement, or Surface Shelter

This official diagram is based upon a large number of reports of the results of recent air raids. It shows the degree of risk from various ways of taking cover. The left-hand column represents maximum risk.

One thing that has emerged from the tactics adopted by the enemy is that, unless the whole country is to be constantly prevented from working by day or sleeping by night owing to incessant air-raid warnings, there must be a risk of bombs being dropped without any warning, and this is a risk which all of us, I am sure, are prepared to take. This risk, however, emphasizes the extreme importance of taking cover whether in a building or in the streets, particularly in the latter. In the pamphlet entitled "Air Raids" (published by the Stationery Office in June last) there is a diagram which indicates the degree of risk incurred when taking cover or lying down as compared with standing in the open. This diagram is reproduced here. Subsequent statistics of casualties incurred confirm its correctness—particularly in respect of the danger of standing in the open.

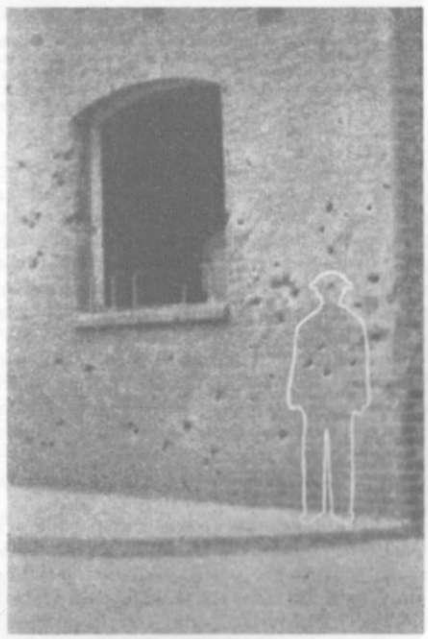
An enormous number of incendiary bombs have been dropped in this country, but comparatively few have caused serious fires. Many of these fall harmlessly in open spaces and many are "duds." In the daily reports which I receive I read this sort of thing:

"A number of incendiary bombs were dropped in Blanktown—damage was slight and all were dealt with by the occupants of houses or air-raid wardens with sand and stirrup pumps."

In fact, there is no great danger that incendiary bombs will produce devastating fire in residential areas if every citizen is prepared to deal promptly with them.

I would call the attention of readers finally to the importance of taking the best cover available or even lying down on hearing anti-aircraft fire or bombs dropping in the vicinity.

The danger from bomb splinters to anyone standing in the streets is clearly shown in the photograph below and the diagram in the left-hand column.



The main stream of splinters from an exploding bomb flies upwards and a person lying down would probably have escaped all of them. Anyone standing (see outlined figure) runs an infinitely greater hazard.

Italy's Water Supplies Are The Things To Hit

Already Italy has been raided time and again by the bombers of the R.A.F., and with the coming of longer and darker nights this long-distance offensive will no doubt be intensified. Certainly, there are plenty of targets for the R.A.F.'s attention, and amongst the most important is—water !

IF Mussolini liked he could boast that his fleet comprises ships such as are to be found in no other of the big navies of the world. But he does not like, for mention of the *Nave Distillatrice* (distilling ship) and the *Navi Cisterna per Acqua* (water carriers) is an all too grim reminder that the overseas possessions of the Italian Empire are almost entirely dependent for their water on supplies brought from home.

Thousands of Italians in Libya—Marshal Graziani and his staff, the officials and the soldiers, black and white ; the settlers in groves and plantations—all are dependent for their lives on the regular arrival of the water-ships ; every house has a cistern, but the rains are inadequate to keep them filled. On the sun-baked rocks of Pantellaria, the little island between Tunis and Sicily which Mussolini has converted into a miniature Gibraltar, not a drop of rain falls throughout the year ; Rhodes, principal of the Dodecanese group and Italy's most important naval base in the eastern Mediterranean, has a few winter torrents, but their supply is quite inadequate for the needs of the garrison. As for Abyssinia, there is a rainy season in the summer, but from October to March the rainfall dribbles into nothingness.

The water distilling ship is the " Citta di Siracusa," 3,593 tons, built in 1910 ; she is fitted with Ansaldo distilling plant and can produce 190 tons of fresh water daily. More important are the water-tankers, of which there are 22 named in the current Italian naval list.

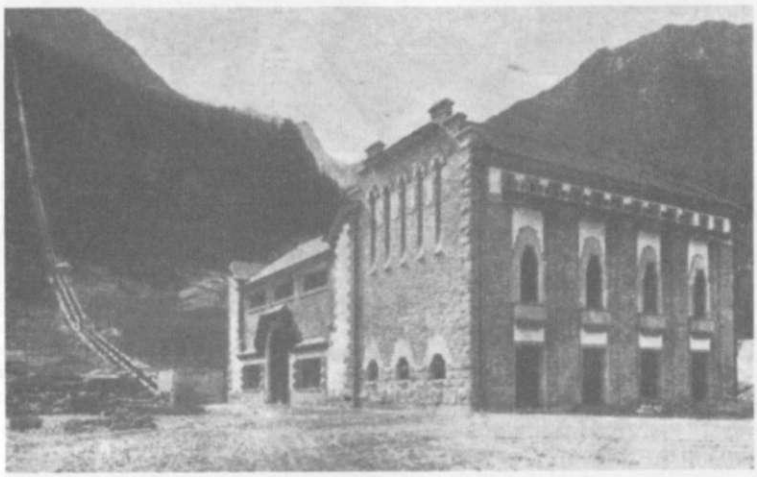
At their head are three ships built in 1936-1937 : " Isonzo," " Po," and " Volturno." They are of 3,336 tons, oil-fired, and have a capacity of 2,000 tons. Next rank the " Dalmazia " and " Istria," built at Fiume in 1922-1923 ; with a tonnage of 2,900 they can carry 1,800 tons of water. Not much smaller is the " Ticino," and then come " Pagano " and " Verde," 1,432 tons, each with carrying capacity of 950 tons. Next rank five of rather more than 1,000 tons apiece, the " Flegetonte," " Scrivia," " Tirso," " Garigliano," and " Sesia " ; all five are driven by Diesel engines, and the last four have been fitted for mine-laying as well as for water-carrying. The remaining eleven, " Metauro," " Sile," " Sebeto," " Arno," " Brenta," " Bormida," " Mincio," " Adige," and " Frigido "—range from 780 tons in the case of the " Adige," to the little Japanese-built " Frigido," which has a tonnage of 398.

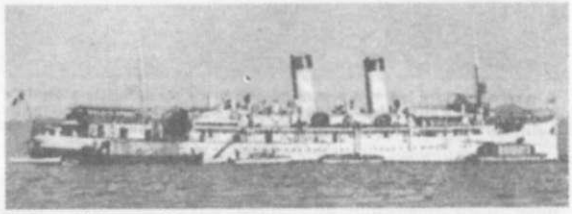
Small and ungainly in appearance, lightly armoured (if at all) and armed with nothing heavier than 4·7-inch guns—many have machine-guns only—these ships are nevertheless among the most important of those which fly the Italian flag. Indeed, it may be said that Mussolini could spare some of his biggest fighting ships rather than suffer the loss of his fleet of water tankers. For without water men cannot fight—or live. These ships, then, may well be regarded as the ripest of targets for Britain's submarines.

Italian water supplies can also provide our bombers with a target. To a very large extent Italian industry and everyday life are dependent on electricity, and of Italy's 1,198 power plants, 809 are situated in the northern regions, well within bombing range of 'planes operating from England—a fact which has been more than demonstrated by the nightly raids on the great armament and munition works at Milan and Turin.

" A direct hit on one of the plants of the Cardano group in the Colle Isarco," Miss Elisabeth Mackenzie, former Rome correspondent of the " News Chronicle " has written in that newspaper, " would disrupt Milan's great electrically operated industrial network and paralyse the electric railways running through the Brenner Pass, thus jeopardizing Italian coal supplies from Germany. In the same way the destruction of the Direttissima, one of the stations of the Tonale Group and situated near Prato, would bring to a standstill fast railway services between Sicily and Bolzano."

" The destruction of the Fiat works at Lingotto," says Miss Mackenzie, " does not cripple or even halt arms ouptut in that sector, as the underground factory situated at near-by Moncalieri can take up and continue production. But, if the power stations in the Val d'Aosta system were hit, the factory of Moncalieri as well as countless others would be at a standstill."





Italy's electrical power plants are built on the edges of the rivers from which they derive their water, and they constitute landmarks which cannot be camouflaged. Here is one of them which has been already bombed by the R.A.F.—the great hydro-electric station at Valdo in North Italy. Above right is the Italian water-distilling ship " Citta di Siracusa."

Photos, E.N.A. and Jane's " Fighting Ships "

ITALY'S VITAL TARGETS

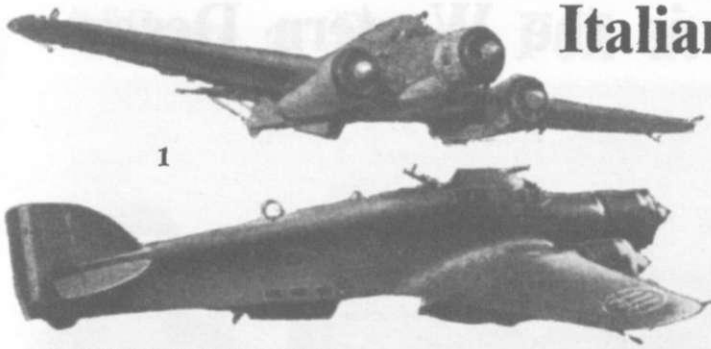
On this map are marked the positions of the principal Italian hydro-electric stations and the rivers from which they derive their power. More so than any other big Power, Italy is dependent on her electrical network for her very life.

Courtesy of "News Chronicle"

Italian Fighters and Bombers

Six of Italy's Modern but Slow Machines

SO far the much-vaunted Italian Air Force (Regia Aeronautica) has failed to gather many laurels. The British Air Force has already established an ascendancy over it at least as great as that over the German Air Force. Italy's precise strength in 'planes is known only approximately. Shortage of raw material has retarded new construction, but according to a German estimate before the war Italy possessed about 4,000 fighting warplanes, though there is reason to believe that this was a characteristically bombastic Nazi assumption, and that the actual number of first-line machines is much less. There are upwards of thirty types, but a large proportion are outclassed.



1

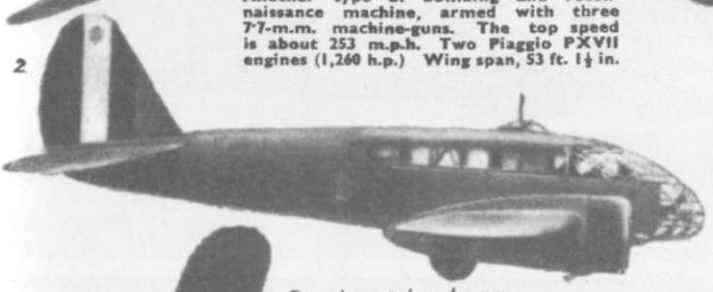
1.—SAVOIA-MARCHETTI S 79
Used for bombing and reconnaissance. Has a range of 1,100 miles, with a maximum speed of 270 m.p.h. Three Alfa Romeo engines (126 RC 34) with a total of 2,250 h.p. Wing span, 69 ft. 6 in. Armed with three 12·7-m.m. machine-guns.

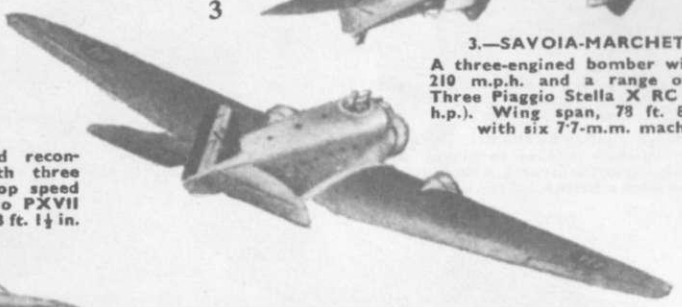
3

3.—SAVOIA-MARCHETTI S 81
A three-engined bomber with a speed of 210 m.p.h. and a range of 1,100 miles. Three Piaggio Stella X RC engines (2,100 h.p.). Wing span, 78 ft. 8½ in. Armed with six 7·7-m.m. machine-guns.

2.—CAPRONI CA 311
Another type of bombing and reconnaissance machine, armed with three 7·7-m.m. machine-guns. The top speed is about 253 m.p.h. Two Piaggio PXVII engines (1,260 h.p.) Wing span, 53 ft. 1½ in.

2

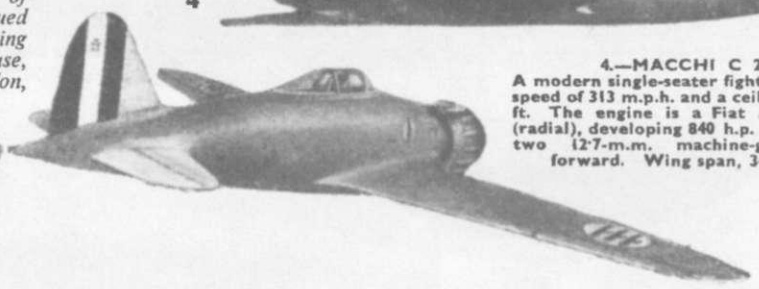




4

4.—MACCHI C 200
A modern single-seater fighter with a top speed of 313 m.p.h. and a ceiling of 33,000 ft. The engine is a Fiat A 74 RC 38 (radial), developing 840 h.p. Armed with two 12·7-m.m. machine-guns, firing forward. Wing span, 34 ft. 8 in.

Drawings taken by permission from "Chart of Italian Aircraft" issued by "Flight" Publishing Co. Ltd., Dorset House, Stamford Street, London, S.E.



5.—FIAT CR 42
A biplane fighter (above and below) somewhat resembling the Gloster Gladiator. Armed with two 12·7-m.m. guns. Has a Fiat A 30 RA engine of 550 h.p., the top speed being 240 m.p.h. Wing span, 31 ft. 2 in. Range 520 miles.

5

Fighters

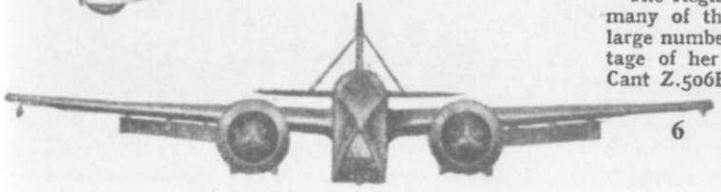
AMONG Mussolini's more modern fighters are the Macchi C 200 (shown here) and the Fiat G 50. Single-seat monoplanes, with a radial engine, they are said to be robust and capable of easy manoeuvre, but their speed as judged by R.A.F. standards is low. Two 12·7-m.m. machine-guns are fitted, which fire forward. Somewhat of an anachronism among these fighter craft is the Fiat CR 42 (shown at left), a biplane machine resembling types that Britain is steadily replacing by others of more modern design.

Bombers

Italy's three-engined bombers include the Savoia-Marchetti S 79 and S 81 (top). The engines resemble our Bristol Pegasus type. As representative of the twin-engined bombing craft we illustrate the Savoia-Marchetti S 85 (below), designed for dive-bombing and ground attack. Another two-motor bomber, the Fiat BR 20, is armed with four machine-guns.

Seaplanes

The Regia Aeronautica comprises also about 340 seaplanes and flying-boats, many of them fast becoming obsolete. The provision of this comparatively large number indicates apparently that Italy intends to take the utmost advantage of her island bases. Among the fastest seaplanes are the three-motor Cant Z.506B.



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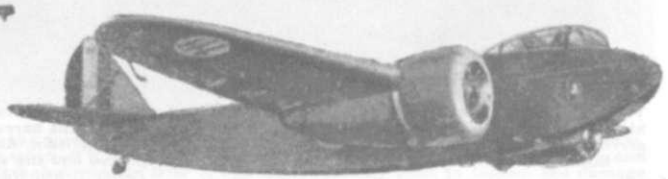


6.—SAVOIA-MARCHETTI S 85
One of the newer twin-engine types developed for dive-bombing and "ground strafing." The head-on view (above and right) shows the diving brakes lowered. Two Piaggio PXVII engines, giving 1,260 h.p.

War's Curtain-Raiser in the Western Desert

One of the prisoners taken by the British during the operations early in June in Libya was Major-General Romolo La Strucci, who is seen above with a British officer.

This British officer and sergeant are examining an Italian light tank which was badly smashed and put out of action by a British armoured car unit during operations in the forward area of the Libyan frontier.

The photograph, centre, shows a British soldier examining a captured Italian field gun that has sustained very unusual damage as the result of a direct hit from a British gun, a hole having been pierced clean through the barrel. Early in September the largest convoy of British troops ever to reach Egypt arrived at Egyptian ports. Men and war material came from Britain, Rhodesia, India and Australia. Thousands of technicians, infantrymen, and R.A.F pilots with quantities of munitions were transported and the voyage was made without sighting a single Italian submarine or warship.

Photos, British Official: Crown Copyright

When a Bomb Fell at Buckingham Palace

At 1.30 on the morning of Tuesday, September 10, a time bomb exploded on the terrace of Buckingham Palace just outside the King's sitting-room. It had been dropped a few hours before by one of the Nazi raiders, and when it went off it wrecked the swimming pool and a corner of the terrace, and also broke scores of windows. Their Majesties were not in the Palace at the time, but shortly after it had exploded they went to inspect the damage (upper photo). In our second photograph the King talks with Mr. Churchill while the Queen chats with the demolition squad. *Photos, Wide World*

London's Blackout Pierced by Leaping Fires

The blackout of London was completely countered by one of the great fires started by the Nazi raid on London on the afternoon of Saturday, September 7. Above is the scene looking down the Thames with the Tower Bridge silhouetted against the glare.

Each night the fires they started helped the Nazi raiders to find quite other than military objectives. Symbolic of the spirit of the people is the scene in the circle. In the garden of a small London house a Union Jack fluttered from a flagstaff. The next morning, the house was in ruins about it, but the flag still fluttered above them. Above is one of the streets bombed on September 8, photographed the next day.

Photos, Wide World, Daily Mirror, Planet News

Fire Fighters Did a Man's Job in the Battle of London

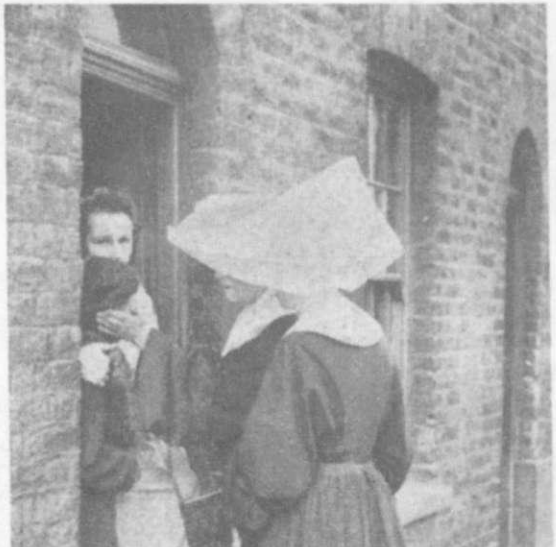
On Saturday, September 7, fires were started in dockland by the first large-scale daylight raid on London. By the following afternoon, however, the efforts of the London Fire Brigade and the A.F.S. had brought them under control. Here a fireman deals with the smouldering debris of a large dock building. *Planet News*

While firemen were at work at the docks, they were bombed and machine-gunned. Circle, an A.F.S. man points to a bullet hole in his pump. Right, seeing that all is in order. *Photos, G.P.U.*

The destruction caused by falling bombs can be gauged from this photograph of a Woolworth store in South London, destroyed on the night of August 29, 1940. *Wide World*

Goering Sends His Bombers to London, but the eople of the Empire'

London, September 8, a housewife (left) carries on with the Sunday dinner. Above, an air warden who acted as midwife during a raid seen with mother and child.



Where bom
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London Feels the Full Blast of Nazi Fury

With the mass raids that began on September 7—mass-murder raids they might well be styled—London became the chief objective of the Nazis' aerial onslaught. Some details of the days' and nights' horror, shot by many a gleam of human heroism, are given below.

GERMAN air activities during Wednesday and Thursday September 4 and 5 gave little hint of the murderous raids that were to shock the world during the days to come. On the night of Tuesday, September 3, bombs were dropped in the Bristol Channel area and the north-west of Britain. Though buildings were wrecked there were few casualties. Next morning there began the usual raids on aerodromes in Kent and Essex. In London itself, during Wednesday, the sirens sounded at 9.19 a.m., at 1.27 p.m., and finally at 9.5 p.m. The last raid continued practically all night. Though many fires were started they were soon put out and the damage was inconsiderable. In the London area damage and casualties were very slight. **A.A. gunners shot down their 200th raider** during this day.

When large numbers of enemy aircraft crossed the coast on Thursday morning some managed to get through to the outskirts of London, where, in the south, they damaged communications to some little extent. In the afternoon a large force crossed the Kent coast and then split up into two groups, being joined by others which had followed. Ranging along both sides of the Thames Estuary, they tried to bomb aerodromes but were frustrated by our fighters. They dropped bombs on an industrial undertaking. In the first attempt, made at 9 a.m., about 250 bombers and fighters had been employed, coming over in waves of 20 to 30. At half-past two came another mass attack, which lasted two hours. London's third alarm of the day was at 9.18 p.m., ushering in a raid which continued until Friday morning. Although a large public shelter in a London square was hit by a bomb, only two out of the thousand persons within were hurt.

Mr. Winston Churchill made a tour of inspection of areas damaged on September 10. He is seen accompanied by officials amid the wreckage of buildings.

Photo, British Official: Crown Copyright

With hardly a respite the enemy raids began again at 8.30 a.m. on Friday. In an hour our fighters shot down between thirty and forty enemy aircraft. Most of the fighting took place over Kent and Sussex, and fine work was done by a Polish squadron. In three raids some **650 German aircraft were engaged**—300 in the morning, 200 about midday when the Kent coast was again the objective, and 100, followed later by another 50, in the late afternoon.

A few minutes before 9 p.m. two bombs were dropped in the London area by a single aeroplane. Baffled by the fierce barrage, other raiders sheered off and attempted to get through from another direction, again without success. Flares were used by the enemy to light up his targets, and both fire-bombs and demolition bombs were dropped in many districts. The sixth raid of the day lasted from 11.34 p.m. to 1.4 a.m. on Saturday.

In seven days the A.A. gunners had shot down 61 raiders, a remarkable achievement of an arm whose main purpose had been marked out as the putting up of a defensive barrage to keep the raiders flying high. Our fighters and ground defences together **destroyed some 154 enemy aircraft in the four days** September 3-6, with a loss to the R.A.F. of 71 machines and 30 pilots.

On Saturday, September 7, Hitler launched what was doubtless intended to be a crucial attack on London and the south-east, from which the Nazis probably expected results like those achieved in the mass onslaught on Rotterdam in May. Five hundred raiders took part, and **nearly a quarter of them fell victim to our fighters and gunners.** The first attack lasted 1½ hours, and as the enemy machines flew up the Thames Estuary they were met by a curtain of fire more terrible and destructive than any previously encountered. But by sheer numerical superiority they managed to force some of the bombers past our outer defences, and to drop bombs on aerodromes in Kent, Surrey and Sussex. Making for the London

During an intensive night raid of nine-and-a-half hours over London, civilian buildings were, as often, the chief victims. A hospital was hit, and one of the nurses is seen viewing the damage to her home.

Photo, Planet News

The curious effect of a bomb blast. This 'bus, apparently climbing a house in a North London square, was fortunately empty at the time of the explosion. Driver, conductor and passengers had already taken shelter.

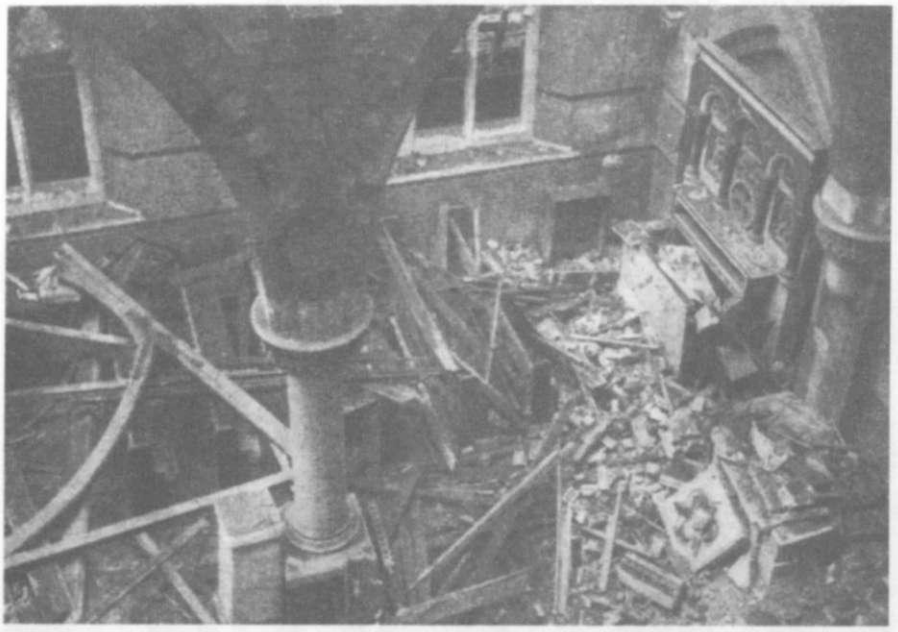
Photo, "Daily Mirror"

Mark of the Nazis on Humble East End Homes

"The enemy has now thrown off all pretence of confining himself to military targets," said an official communiqué on the raids over London issued on September 10. There could be no better proof of the truth of these words than this photograph, taken on September 6, of a row of small houses in the East End of London after a raid. At the best, only a few belongings such as these women carry were saved undamaged.

Photo, British Official ; Crown Copyright

But 'We Can Stick It' Say the Cockneys



Few military objectives were hit during the Nazis' night raids on London. On September 8 the alarm lasted about eight hours and bombs fell heavily on a wide area. The interior of a church is seen which suffered considerable damage, though the walls are still intact. *Photo, Planet News*

Docks, the main force flew up the river, with ferocious dog-fights developing all the way along from the coast. They reached the eastern districts of London and attacked industrial plants on both sides of the Thames. Many incendiary bombs were dropped, and fires were started which later served as beacons to guide the night raiders.

In the late afternoon other large formations (numbering 250 in all) came over the coast and headed up the Estuary: for eight and a quarter hours—until dawn, in fact—the Nazis' desperate attempts went on to subjugate London. They failed, in the face of the incomparable skill and daring of our fighter pilots and the splendidly organized and manned ground defences. A.A. gunners during Saturday **shot down 28 raiders, and 75 were destroyed by our pilots.** The casualties were 306 killed and 1,337 injured. Of material damage there was plenty as the result of this indiscriminate attack on non-military targets. The densely populated East End of London appeared to have been deliberately selected for punishment.

In South London another crowded area around the Elephant and Castle was bombed after flares had shown the Nazi pilots the nature of their target.

At first the raiders kept mainly to military objectives, but later in the day—stung to desperation, perhaps by the strength of our opposition—all pretence of discrimination must have been abandoned and the raids became a fury of wanton destruction and mass murder. By a thousand-to-one chance a bomb falling on a very strong underground shelter, where a thousand people were taking refuge, went down through a narrow ventilating shaft. About 14 were killed and 40 injured, but there was no panic.

Three London hospitals (one each in the Central, South-west and Eastern districts) were bombed on Sunday night in a ten-hour orgy of blind savagery, as one London newspaper termed it, which began at dusk. The raiders closed in on the Metropolis about 8 p.m. and again sought out the East End. But this time Central London also suffered severely. Two museums were damaged. In one London hospital heavy bombs fell on the sleeping quarters of the night staff, and four masseuses and two nurses were trapped.

When an aerial torpedo demolished a block of flats in the East End more than fifty people were killed; twelve families had taken refuge in a buttressed ground floor of the building. London railways were disorganized by damage done near one terminus, but other services were improvised on Monday, September 9. The death roll was 286; about 1,400 were seriously injured.

After a quiet day London heard the sirens at 5.10 p.m., but the enemy was soon forced to flee. Some damage was done by individual raiders. At 8.49 p.m. the night attacks began. "Bombs were scattered at random over London without any distinction of objectives," said an Air Ministry communiqué of Tuesday, September 10. "They have fallen in the City and caused fires in the immediate vicinity of St. Paul's Cathedral and the Guildhall. They have fallen on a large maternity hospital which was twice attacked, a number of casualties being caused." Other targets were a poor-law institution for the aged, an L.C.C. housing estate, and large numbers of workmen's cottages in the East End.

Warehouses near St. Paul's were set on fire and so damaged as to be past saving, though the blaze was localized.

GERMAN & BRITISH AIRCRAFT LOSSES

Total announced German to April 30, 1940 West Front, North Sea, Britain, Scandinavia 195

	German	British
May	1,990	258
June	276	177
July	245	115
Aug.*	1,110	310
Sept. 1-11	502	198
Totals, May to Sept. 11th ...	4,123	1,058

Daily Results.	**German Losses**	**British Losses**	**Br. Pilots Saved**
Sept. 1	25	15	9
" 2	55	50	10
" 3	25	15	8
" 4	54	17	12
" 5	39	20	9
" 6	46	19	12
" 7	103	22	9
" 8	11	3	1
" 9	52	13	6
" 10	2	0	—
" 11	90	24	7
	502	198	83

None of the figures include aircraft bombed on the ground or so damaged as to be unlikely to reach home.

**Corrected Total.* Owing to a misprint, incorrect figures were given in previous list (page 259).

Air Raid Casualties During August: 1,075 killed, 1,261 seriously injured.

During Mass Raids on London. Sept. 7: 306 killed; 1,337 injured. Sept. 8: 286 killed; about 1,400 injured. Sept. 9: about 400 killed 1,400 injured.

A well-known cinema in the Central London district received a direct hit during a fierce night raid. Nazi fury has been chiefly confined to residential quarters, churches and places of entertainment. Some extent of the damage can readily be seen from this photograph.

Photo, Bertram Park

In A Crescendo of Fury the Air War Goes On

Although in September the bombing of London suggested that the Nazis had abandoned all pretence of seeking only military objectives, we may trace some method in their madness of destructive rage. The various stages in the aerial offensive are outlined below.

"THE air battle continues," said Mr. Churchill in the House of Commons on September 5. "In July there was a great deal of air activity, August has been a real fighting month . . . we must be prepared for heavier fighting in this month of September."

Within less than 48 hours events more than justified the Premier's words of warning. In the afternoon of Saturday, September 7, a cloud of German raiders appeared above London—the first of many mass raids on the Empire's capital. Within a few hours hundreds of Londoners—humble, altogether defenceless folk for the most part—were killed, and thousands were injured more or less seriously; hundreds of little homes were shattered, hospitals were laid in ruins, many public buildings hit, and the means of communication temporarily dislocated.

Why was it that only now after a full year of war London became the target of Nazi bombs? Hitler would have us believe that he had spared the great city out of magnanimity; he simply hated to think of the thousands of innocent people who would become involved in the holocaust. . . . In his surprise speech at Berlin on September 4 he shouted that if the British did not cease their attack on the German cities, then "we will simply raze theirs. We will call a halt to these night pirates. If the British throw two or three thousands of bombs we will unload 150, 180, yes, 200 thousand. . . ."

The creator and captain of the Luftwaffe made a similar boast. In a broadcast from his headquarters in Northern France on September 8, Field Marshal Goering said: "Now is the historic hour when for the first time the German Air Force has struck at the heart of the enemy. After all the British provocative attacks on Berlin the Fuehrer decided to order reprisal blows against London. I personally assumed command of these victorious German airmen, who for the first time have been attacking London in broad daylight, accompanied by their brave fighter comrades."

But important as the propaganda value of the raids on London must be in Germany, it is far more reasonable to suppose that the bombing is part of a deliberate plan—a plan which has for its object the actual conquest of these islands by an army of invasion. Following the collapse of France in June the Germans at once began moving their air force nearer to the coast, occupying in particular all the principal aerodromes in northern France. From there they delivered their large-scale attacks on the convoys of merchantmen in the Channel; after a time these ceased, perhaps because they had proved in almost every case too costly.

Then came the turn of the ports—Dover, Folkestone, Portsmouth, Southampton, Weymouth, and the rest—and the aerodromes in the coastal districts. No doubt it was intended that after a short time the ports should be incapable of receiving and handling shipping, and the aerodromes would be put out of action so that Britain's fighters would have to operate at an ever greater distance from the coast. But not only have the ports, both naval and commercial, continued to remain open, but the R.A.F. have not had to evacuate a single aerodrome in the southern and south-eastern areas.

Nor have the Germans succeeded in wearing down the defence; the reserves of fighter aircraft and of the men to fly them are not only large but are constantly replenished, and it has not been found necessary for additional fighters to be drafted to the coast from other regions. That the offensive power of the R.A.F. has not been diminished by the fierce struggle in which they are engaged has been manifested beyond a doubt to all the world, and to none more so than to the Nazis themselves and their Italian allies. For weeks before the mass attacks on London began the population of the Ruhr and the Rhineland had known what it is like to spend the hours of night in uncomfortable shelters while without are the roar of gunfire and the ominous thudding of bombs.

After a time the range of the raiders was extended to the lines of communication and the aircraft factories, doubtless in the hope of dislocating the one and so hampering the work of the other that it would be impossible for Britain to achieve not merely equality with Germany in the air, but that superiority which is her aim. In these objectives, too, Germany has signally failed, for the transport system has continued to function and the aircraft factories week by week beat their own records of completed machines.

There remains the question of morale. The Germans are firm believers in the doctrine of frightfulness, and from what they were able to accomplish in Poland and Holland, in Belgium and France, they may well believe that in course of time the British public must crack under the strain of heavy and sustained air bombardment, just as the peoples of the Continent have done. But, as Mr. Churchill phrased it, "we have no doubt that the whole nation, taking its example from our airmen, will stand up to it, grim and gay"; and the American correspondents in London have not been able to find words strong enough to express their admiration of the way in which the people of Britain are standing up to their ordeal. As for London, the official communiqué issued on September 9 rendered them no more than their due when it said that "its citizens have met the blind savagery of these latest night attacks with admirable courage and resource."

BRITAIN'S MOST CRITICAL HOUR: THE PREMIER'S HISTORIC WORDS

INVASION—TO BE OR NOT TO BE?

THE effort by Germany to secure daylight mastery of the air over England is the crux of the whole war. So far it has failed conspicuously . . . Nevertheless, all Hitler's preparations for invasion on a great scale are steadily going forward.

Several hundreds of self-propelled barges are moving down the coast of Europe from the German and Dutch harbours to the ports of Northern France from Dunkirk to Brest, and beyond Brest to the French harbours in the Bay of Biscay.

Besides this, convoys of merchant ships in tens and dozens are being moved through the Straits of Dover into the Channel and along from port to port under the protection of the new batteries which the Germans have built on the French shores. There are now considerable gatherings of shipping in the German, Dutch, Belgian and French harbours, all the way from Hamburg to Brest. Finally, there are some preparations made of ships to carry an invading force from the Norwegian harbours.

Behind these clusters of ships are barges and very large numbers of German troops awaiting the order to go on board and set out on their very dangerous and uncertain voyage across the seas. We cannot tell when they will try to come. We cannot be sure that, in fact, they will try at all, but no one should blind himself to the fact that heavy full-scale invasion of these islands is being prepared with all the German thoroughness of method, and may be launched at any time on England, Scotland, or Ireland, or upon all three. If this invasion is going to be tried at all, it does not seem it can be long delayed. The weather may break at any time.

Therefore we must regard the next week or so as a very important week in our history. It ranks with the days when the Spanish Armada was approaching the Channel and Drake was finishing his game of bowls, or when Nelson stood between us and Napoleon's Grand Army at Boulogne.

We have read about all this in the history books, but what is happening now is on a far greater scale and of far more consequence to the life and future of the world and its civilization than those brave old days of the past.

Every man and woman will therefore prepare himself to do his duty, whatever it may be, with special pride and care. It is with devout but sure confidence that I say: "Let God defend the right."

AERIAL WAR OVER LONDON

THE cruel wanton, indiscriminate bombings of London are part of Hitler's invasion plan. He hopes, by killing large numbers of civilians and women and children, that he will terrorise and cow the people of this mighty Imperial city and make them a burden and anxiety to the Government, and thus distract our attention unduly from the ferocious onslaught he is preparing.

Little does he know the spirit of the British nation or the tough fibre of the Londoners, whose forbears played a leading part in the establishment of Parliamentary institutions, and who have been bred to value freedom far above their lives.

This wicked man, the repository and embodiment of many forms of soul-destroying hatred; this monstrous product of former wrongs and shames, has now resolved to try to break our famous island spirit by a process of indiscriminate slaughter and destruction.

What he has done is to kindle a fire in British hearts here and all over the world which will glow long after all traces of the conflagrations he has caused in London have been removed. He has lighted a fire which will burn with a steady and consuming flame until the last vestiges of Nazi tyranny have been burnt out of Europe, and until the old world and the new can join hands to rebuild the temples of man's freedom and man's honour upon foundations which will not soon or easily be overthrown.

This is the time for everyone to stand together and hold firm, as they are doing. I express my admiration for the exemplary manner in which all the A.R.P. services of London are being discharged. Especially the fire brigades, whose work has been so heavy and also dangerous.

All the world that is still free marvels at the composure and fortitude with which the citizens of London are facing and surmounting the great ordeal to which they are subjected, the end of which or the severity of which cannot yet be foreseen.

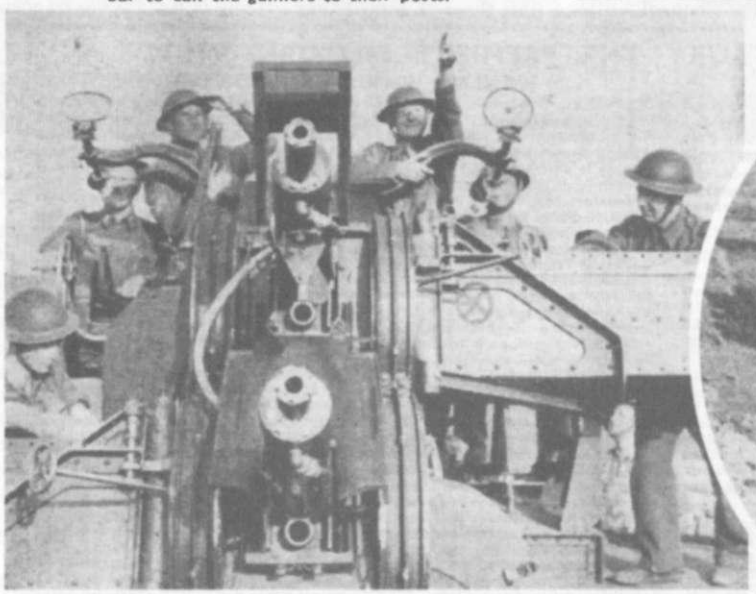
It is a message of good cheer to our fighting forces, on the seas, in the air and in our waiting armies, in all their posts and stations, that we send them from the capital city. They know that they have behind them a people who will not flinch or weary of the struggle, hard and protracted though it will be, but that we shall rather draw from the heart of suffering itself the means of inspiration and survival, and of a victory won, not only for ourselves but for all—a victory won not only for our own time, but for the long and better days that are to come.

Extracted from Mr. Winston Churchill's Broadcast of September 11, 1940.

From the Signal 'Raider Over' to the 'All Clear'

Many enemy raiders attacking the West of England cross the Dorsetshire coast. Above, watchers have sighted a Nazi 'plane. One points to it while the other beats an iron bar to call the gunners to their posts.

When the enemy is in sight, one of the men manning the station hoists a warning flag, left. Above, the crew of the anti-aircraft gun run at top speed to their action stations.



Here the men are at their gun waiting for the observers to give them the signal that the raider is within range, when they can pepper it. Beside the gun-pit is a store of ammunition, right, from which it is handed out to the gun crew.
Photos, "News Chronicle" staff photographer, I. Saidman, exclusive to THE WAR ILLUSTRATED

The raider was driven off, but before going lightened his 'plane by dropping some of his bombs. Left, the smoke is rising from the crater made by one of them. Above, after the raid the gun crew have a sing-song, but the spotter is still watching.

Rumania Finds a Scapegoat in King Carol

After ten years of uneasy tenure of Rumania's throne, reputedly the most dangerous of the few still left in this modern world, Carol abdicated on September 6 and sought refuge in Switzerland. Something of his colourful career is told below.

BEFORE it was light on the morning of Saturday, September 7, King Carol of Rumania left his country, an exile for the second time. He left behind him a capital whose streets were filled with demonstrators, where police and Iron Guards had been battling near the royal palace and troops had been called out to use arms and tear gas against the rioters.

A few hours before King Carol had abdicated in the great marble throne-room of the palace in Bucharest. "I have decided to abdicate," he declared in the proclamation he made to his people, "in face of the misfortunes which have come to this country. I hope by this sacrifice to save my country, and I hope it will not be in vain." So King Carol abdicated, and for the second time in his nineteen years of life his son heard the blare of trumpets and the people shouting "God save King Michael!"

What a lifetime of romance and danger could the royal fugitive look back upon as the train bore him across the Balkans to Switzerland and retirement! Not yet 47 years old, he was the son of King Ferdinand I who succeeded his uncle, Carol I, in 1914; and his mother, Queen Marie, was a daughter of the Duke of Edinburgh. From the days of his youth Carol was a thorn in the flesh to his father, although he shared to a large extent his mother's love for England and things English. Towards the end of the Great War he fell in love with one Mlle. Zizi Lambrino, daughter of a Rumanian artillery officer, and to the surprise of the world and the disgust of his family, married her. A year or two later, however, he consented to the annulment of the marriage; and in 1921 he married Princess Helena, daughter of King Constantine of Greece. A son was born to the young couple in October of the same year—Prince Mihai, the King Michael of today, but in a very short time Carol tired of his wife, and found a new love in the person of Magda Lupescu, who divorced her husband, an army officer, when the prince became enamoured of her.

Proclaimed King in 1940 for the second time, King Michael of Rumania was born in 1921 and succeeded his grandfather, Ferdinand in 1927, but three years later was supplanted by his father Carol II.

Dr. Julius Maniu (left) is leader of the Rumanian National Peasant Party, and has twice been Prime Minister. Right, is General Ion Antonescu who was released from the monastery in which he had been imprisoned following his denunciation of the Bessarabian cession, to become Dictator of Rumania on September 4.

Photos, Wide World and Associated Press

For the second time Carol was compelled to choose between the woman he loved and his right to the throne, and for the second time he chose the woman. "A woman of great intelligence and commanding personality, with flaming red hair," writes John Gunther, "her charms were such that Carol gave up a throne for her." He quarrelled violently with Ferdinand and Marie, deserted his princess, and for some time wandered with Lupescu about Europe. When King Ferdinand died in 1927 Carol was still an exile, and his son Prince Michael, then a boy of six years old, was proclaimed King as Michael I with a Council of Regency. For three years Carol and Lupescu continued in their Surrey home or passed from hotel to hotel on the Continent.

Then in June 1930 he made a dramatic come-back. He arrived in Bucharest by aeroplane, and in a few days his restoration was complete. King Michael became Prince of Alba Julia and was packed off to school again. Shortly afterwards Mme. Lupescu also came back to Bucharest, and there she lived until the other day in a house not far from the Palace.

For ten years Carol ruled the country, at first through a facade of allegedly non-party governments, and then latterly as a dictator, in fact if not in name. His part was a difficult one to play, for Rumania was honeycombed with minorities whose claims were more or less actively supported by the countries surrounding her, three of whom had been despoiled in 1919 to make Rumania great.

Though himself half a Hohenzollern and possessed, so it has been said, with a surreptitious admiration for Hitler, he found his chief opponents in the Fascist organization which sprang into being in Rumania—in particular, the Iron Guard, which, suppressed more than once and its leaders executed or "shot while trying to escape," still managed to maintain a subterranean existence.

In 1940 his difficulties came to a head, for following the radical transformation in the heart of Europe, all the countries with claims against Rumania were encouraged to make them. Faced already by so many foes, King Carol endeavoured to make a patched-up peace within. On June 21 he issued a decree creating a new National Party under his supreme leadership and including members of the Iron Guard and of the Peasant Party, headed by Dr. Maniu.

But the national unity was short-lived, and following the cession of Bessarabia and Bukovina to Russia, a number of Rumanian statesmen, including Dr. Maniu, and the leaders of the Liberal Party, Professor Jorga and M. Bratianu, issued a manifesto opposing further cession of Rumanian territory. But before August was out half Transylvania had been abandoned to Hungary by the Vienna Award (*see* page 272), Greater Rumania was in a state of collapse, and in the search for a scapegoat it was but natural that the Iron Guard in particular, should find him in the King.

On Sept. 4 M. Gigurtu, the pro-German premier who had accepted the ultimatum from the Axis Powers demanding the return of the greater part of Transylvania, was compelled to resign, and in his place King Carol appointed General Ion Antonescu, who the next day was granted Dictator's powers. Another day passed, and Antonescu presented a demand for the King's abdication. So once more Carol became an exile: and as his train crossed the frontier into Jugoslavia its windows were riddled with bullets. The Iron Guard had the last word.

King Carol II of Rumania was born in 1893 and supplanted his son, Michael, on the throne in 1930. Ten years later he was again an exile following the collapse of Greater Rumania.

Photo, Associated Press

OUR SEARCHLIGHT ON THE WAR

British Biscuits for the World

URGED on by Mr. F. D'Arcy Cooper, chairman of the Executive Committee of the Export Council, who told them they could have all the sugar and flour they wanted, biscuit manufacturers in Great Britain are cooperating to develop still further the already large export trade in cakes and biscuits. It is worth today half-a-million pounds a year, for the 400 different varieties are eaten in all the free countries of the world, each country having its own preference. Continental markets have, of course, closed, but new profitable markets have been opened with the U.S.A., South America, India, Malaya, Dutch East Indies, and various parts of the British Empire. The development of all export trade is now a matter of urgency, to provide additional foreign exchange for war supplies from overseas.

H.M.S. 'Truant' to the Rescue

HERO—or should one, speaking of a ship, say heroine ?—of several remarkable exploits, including the sinking of the German cruiser "Karlsruhe," H.M. submarine "Truant" has added to her gallant history by rescuing a captive British crew. Here is the story. On patrol off Cape Finisterre, "Truant" surfaced to investigate the identity and business of a strange ship. The latter turned out to be the Norwegian merchantman "Tropic Sea," captured by an enemy raider and bound for Germany in charge of a prize crew. Also aboard were the captain and crew of the British steamer "Haxby," previously sunk by the raider. Unnerved by the advent of the submarine, the Germans scuttled the "Tropic Sea," and, with their British and Norwegian prisoners, took to the boats. H.M.S. "Truant," after a little competent sorting, took on board the 24 British seamen and the Norwegian captain and his wife. Having no room for more survivors, she left the remainder in their boats in the middle of a calm sea. She then got into touch with the R.A.F., whose flying-boats proceeded to their rescue, and have since brought one boat-load of Norwegians to England.

Negro Governor Shows the Way

MOST of the French possessions in Africa have now repudiated the Vichy Government and joined General de Gaulle. The lead was given by Chad Territory, whose Governor is a remarkable personality. He is M. Adolphe Félix Sylvestre Eboué, a negro born in 1884 in Cayenne, French Guiana, of African parentage. Holding a Government scholarship, he studied law and colonial administration at the Sorbonne, became Lieut.-Governor of the French Sudan and later on of Guadeloupe, West Indies. But the reforms he introduced into the sugar plantations in order to improve conditions for the native workers so alarmed the planters that they contrived to get him recalled "for consultation" with the French Colonial Office. The result was his transference to Chad, which he governs with marked success.

Dental Ambulance from U.S.A.

AMERICAN dentistry has always been renowned, and never more so than when it is combined with plastic surgery in the merciful rebuilding of an injured face or jaw. The American dental profession, with signal generosity and understanding, has presented to the British Ministry of Health a dental ambulance "as a symbol of the willingness of all American citizens to hold out a helping hand to the British people." It will be manned by a dental surgeon, a plastic surgeon, a dental mechanic and an anaesthetist, and is equipped as an emergency operating room which can be transported to treat on the spot any disfigured soldier or civilian who cannot be moved.

Ghost Ship Attacks German Navigation

BETWEEN August 18 and 26 six Nazi merchantmen, including a 10,000-ton tanker, were destroyed outside Oslo. In addition, hundreds of bodies in German uniforms have been washed up at various parts of the coast between Trondheim and Tromso. The authorities believe that they are from troopships which were bound for the Narvik sector. The Norwegians would like to assign responsibility for these sinkings to the torpedo-boat "Sleipner," whose exploits, real or mythical, a few months ago fired popular imagination. Another theory is that British submarines are active in this area. One thing is certain, that, in spite of every precaution, Germany is finding navigation very precarious all along the Scandinavian coast.

Syria Under Axis Control

WITH a lack of ostentation strangely at variance with the character of Dictator States, an Italian armistice commission arrived at Beirut on August 28 and set to work at once, in spite of a strong undercurrent of hostility on the part of the inhabitants. It is stated than an inventory of military material is being made, and that the removal or destruction of war equipment such as 'planes, armoured cars and guns is one of the objectives of the commission. Four thousand demobilized men of the garrison have already been returned to France, and Italians, formerly interned, have been released. The French High Commissioner, M. Puaux, has urged upon the population the need for discipline, hard work and an avoidance of profiteering. Rationing of meat has begun, and there is a shortage of sugar, rice, and especially of petrol, due to the stoppage of supplies by sea.

THIRD V.C. FOR THE NAVY

ON September 3rd it was announced that the posthumous award of a V.C., the tenth of the present war, had been made to Leading Seaman Jack Foreman Mantle, of H.M.S. Foylebank, a 5,600-ton motor ship of the Bank Line, which was attacked by enemy aircraft on July 4. Mantle, who was in charge of a pom-pom, had his left leg shattered by a bomb early in the action, but he nevertheless remained at his gun. The ship's electric power failed, whereupon he continued firing with hand gear only.

He was wounded again in many places, and the official report stated: "Between the bursts of fire he had time to reflect on the grievous injuries of which he was soon to die; but his great courage bore him up till the end of the fight, when he fell by the gun he had so valiantly served."

Saved from the 'Orzel'

THE Polish submarine "Orzel" was, on June 13, presumed to be lost with all hands as her return from patrol was so long overdue. Word has now been received, via Stockholm, that part of her crew were rescued by the Germans and sent to hospital at Gdynia. This is good news indeed, for the "Orzel" was famous for many daring exploits. When Hitler invaded Poland at the beginning of September 1939, she was trapped in port at Gdynia, but escaped to sea in spite of an attack from the Nazi fleet. On September 15, when she put into Tallinn to land her sick captain, the Estonian authorities made an attempt to intern her, and confiscated her charts, breech-blocks and most of her torpedoes. The crew of the submarine, however, did not see eye to eye with them, and they overpowered the guards, cut through the mooring ropes and made their way to sea once more. This story has been told in Page 511, Volume I. A month later, after incredible experiences, the "Orzel" was proudly escorted into harbour by a British destroyer, and thereafter threw in her lot with the Royal Navy. Later she distinguished herself by sinking a German transport carrying troops to Norway.

'Leaves of Fire'

HITLER'S much advertised "new weapons" seem to have fizzled out or missed their mark. Quietly, without preliminary warning, the R.A.F. have introduced a new weapon which is creating havoc among the enemy's war supplies. It is an incendiary weapon, described as a self-igniting leaf, and is designed to set fire to military stores standing in the open, to arsenals, ammunition dumps, concentrations of trucks or lorries, and also, under suitable conditions, to woods in which an ammunition plant or a military depot lies concealed. The "leaf," or celluloid card, is 2 inches square, and 250,000 can be carried in one 'plane. The indignant Germans have already stated that they cause poisoning, but this is, of course, false. They are not poisonous, but, like any other incendiary bomb, they cause burns. More than a million have been scattered over a wide area in Germany lately during the daring night raids carried out by the R.A.F., particularly over the Black Forest and the dense woods of the Harz Mountains.

V.C., Reported Dead, Now Safe

ON August 6, King George presented privately to Mrs. Harry Nicholls, wife of Lance-Corporal Harry Nicholls, of the Grenadier Guards, the Victoria Cross won by her husband on May 21 for an act of great gallantry against the enemy on the banks of the Scheldt (see page 139). At the very start of the action he had been severely wounded in the arm, but continued to engage the German infantry, causing many casualties and making them fall back. He himself received three further wounds, and was believed to have died. But early in September Mrs. Nicholls received a telegram to say that her husband was safe and was reported to be a prisoner of war.

Our Shelter Shook—and So Did We

Saturday, September 7, 1940, saw the first of the mass raids on London made with such savage ferocity by the Nazi bombers. The area chiefly affected was the East End. The following story was told us by a member of "The War Illustrated" staff—a sixteen-year-old girl whose home is in the heart of Dockland.

BEFORE the siren went at a quarter to five in the afternoon we heard gun-fire and 'planes which we knew must be "Jerries," so we all went into our Anderson shelter—my father and mother, my brother aged 13, and my little sister of 7. The 'planes came over in three lots—we could hear them very plainly—and the guns sent up a terrific barrage. We could hear bombs whistling down all round us as we cowered in the back of the shelter, expecting to be hit every moment. Bombs were dropping in a field behind us, and we thought that if they didn't hit us they would surely hit our house, where we had had to leave our poor little dog. We could hear her barking furiously at every explosion. Our shelter shook, and so did we, but my small sister went to sleep and never heard a thing. The rest of us ate sweets and tried to pretend we didn't mind. All the time fire-engines were rushing past clanging their bells.

When the All Clear sounded and we started to come out of the shelter, my brother said, "Hasn't it got dark?" Father said it was because we had been in the shelter—but it wasn't. It was a great smoke cloud all over the sky—awful thick, black smoke, which made our faces dirty. We thought for a moment that our house was on fire, but it was the reflection from the burning buildings farther down. We could see at least half-a-dozen fires blazing and great flames shooting up into the sky.

That same night when the "Jerries" came back, my old school was hit by an incendiary bomb. I saw one window bright with flames, and when I looked again the whole school was blazing. Only the four walls were left standing. We had to go back into our shelter before nine o'clock, and all spent the rest of the night there. We lay on our beds, but could not sleep because the noise was so awful. But it didn't seem to worry my brother and sister, and they slept peacefully.

We Dived to 800 Feet to Bomb Kiel

The naval dockyard at Kiel—a favourite objective of the R.A.F.—was subjected to a swift attack by heavy bombers on August 27. In the face of a fierce barrage of anti-aircraft fire, blinded at times by the searchlights, one pilot came down to 800 feet over the docks to drop his bombs. Here is his own dramatic story of the scene.

DESCRIBING the raid from start to finish, the bomber pilot said:

Going out the weather was fairly good and we came out about fifteen miles North of the target, managed to get a good "pinpoint" and then turned and flew south. There was no enemy activity of any description while we were going down to the target, no "Flak" and no searchlights. We flew along at about thirteen thousand feet and then came round slightly east of the target.

One searchlight picked us up and then suddenly we seemed to be in the centre of the biggest collection of anti-aircraft bursts and searchlights I have ever seen. They all came on at once—just as though somebody had pushed over a switch. We flew on, taking ordinary evasive action. We dropped a flare, but with all this "Flak" coming up we didn't have time to wait and see what happened.

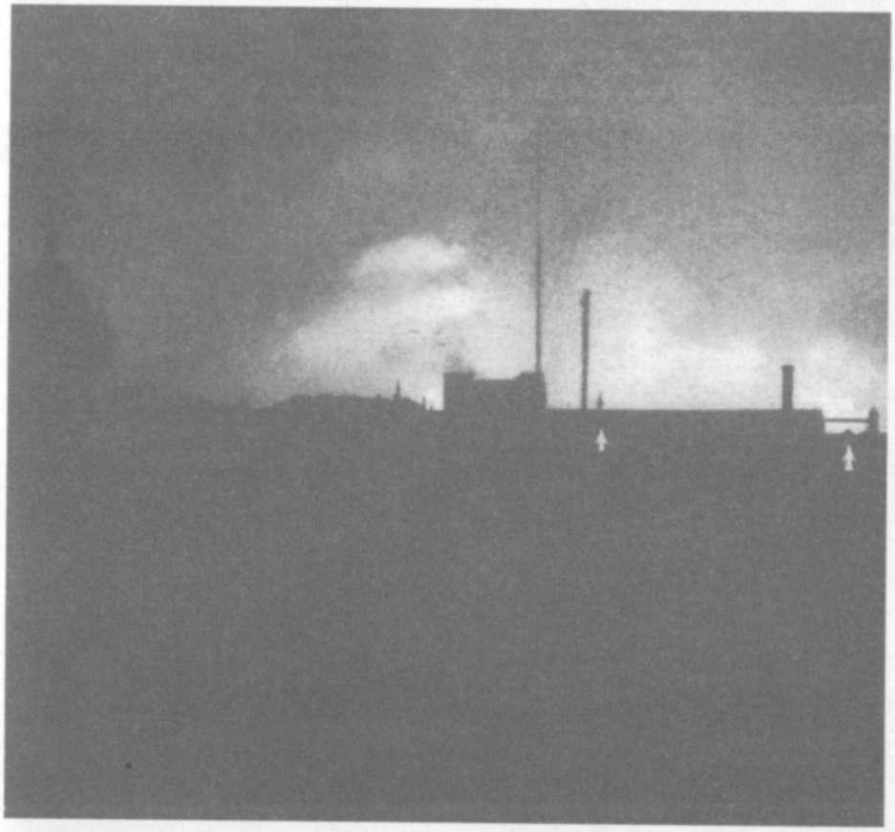
We had worked it all out before we took off, and I was manoeuvring to try to get the target in between us and the moon, though unfortunately the moon was only just coming up and wasn't very bright. From my height I could definitely make out the shape of the Mole. There was no mistaking it. I decided to take the odd chance and we went down in a dive to 800 feet.

I was trying to keep the target just underneath the nose of the aircraft all the time. We got up a dickens of a speed. I estimate we were doing about 350 m.p.h. on the clock. When we got down to about 8,000 they had about 15 searchlights on us. The heavy "Flak" had been coming up all the time, and now the light "Flak" started. It just came straight up at us; I have never seen so much before.

I thought, we couldn't go back, having got so far, so we just carried on. The lower we went the more intense the "Flak" became. Now and then I was able to catch a glimpse of the Mole in front of us. It was impossible to say for certain whether there was a ship there or not; I saw a long dark shape to the west of it which certainly looked like a ship.

We just carried on diving. I gave the order to release the bombs at 800 feet. Then straight away we shot down to one hundred feet over the Mole and just above the water. There seemed to be more searchlights than ever. At times I was blinded. It was impossible to see the results of the bombing.

Suddenly, in front of me I saw a lot of trees coming up straight ahead. One of the searchlights, flattening out to try to catch us,



Following the mass air raid on the afternoon of September 7 great fires broke out in London's dockland. This photograph, taken a few hours later, shows London's familiar outline silhouetted against a flame-lit sky. On the left is St. Paul's, and on the right the Tower Bridge (marked by an arrow). In the centre (arrow), is the summit of the Monument which was erected in 1677 to commemorate the Great Fire of London of 1666. *Photo, "News Chronicle"*

I WAS THERE!

had illuminated them, just in time for me to see them. I pulled the aircraft up, and we went over the top. The trouble was we didn't dare go up too high because as soon as we did every gun in the place started opening up. I tried going up to 300 feet. But all the guns seemed to be banging away at us. It was incredible. We went down low again and flew over the town at about 100 feet.

The front and rear gunners were blazing away at the points of fire on the ground. They used up about 3,000 rounds between them. We must have stayed over the town for about ten minutes, just charging backwards and forwards trying to get away. Practically all the time we were at about 100 feet. I was trying to head west, but as soon as I did that they put up a terrific barrage in front of us.

I just hoped to get out of it, but I must say I never really expected that we would. We went south, zig-zagging all the time. We got about 15 miles away and then, although we were being shot at, we were able to gain height. As we went up we had to take violent evasive action all the time, but finally we got away.

While the Luftwaffe raided London the R.A.F. never ceased for a moment their bombardment of German territory. Here is a German A.A. gun in action during an alarm.

'All In the Day's Work' Says an A.F.S.

Inspecting raid damage in London on September 10, Mr. Churchill sympathized with auxiliary firemen who had been on duty for many hours. "Never mind, sir," said one of them. "It's all in the day's work." That this is typical of the A.F.S. is exemplified by this story by Mr. L. Bastin, an auxiliary from Shoreditch.

DURING the week-end raids of September 7-8, London's firemen and the Auxiliary Fire Service carried on their dangerous work while bombs dropped round them, and many were killed or injured.

Mr. L. F. Bastin, of the A.F.S., had worked continuously at a blaze from 5 o'clock on Saturday, September 7, until after midnight. Even an injured ankle did not stop him working. He refused to stop until a rescue squad made him.

Later, in hospital, he said:

I saw hundreds of firemen working with bombs dropping all round. I counted 12 bombs as the rescue squad carried me to a car a quarter of an hour away.

On the dockside itself, right among the heart of those fires, civilians were standing round helping. Young girls and old men formed human chains passing buckets of water to the firemen when we could not get water from the hydrant. The spirit of the people was marvellous. I never saw anything like it.

I saw great lorries burning up like matches. The fire-boats came up and helped.

When Mr. Bastin reached a first-aid post there were five more injured firemen. "One man," he said, "had taken cover in a doorway when he heard a bomb whistling. His face was covered with splinters from the wood blocks in the road. He never murmured."

Nurses and doctors at the post also carried on their work despite the bombs. The first aid men driving to pick up casualties always got through somehow when a bomb dropped ahead of them.

Throughout the worst of the bomb dropping police were still at work roping off streets and directing the services. Although they could see the stupendous size of the fire, firemen going to the blaze were singing "Roll Out the Barrel." *Daily Telegraph.*

When the German bombs were rained down on London the Fire Brigade—"regulars" and A.F.S.—went into action immediately. Here we see members of the London Fire Brigade tackling the situation created when a bomb fell in the street and set fire to gas escaping from a main.

I WAS THERE!

I Flew With the R.A.F. Over Kassala

After the frontier fortress of Kassala in the Sudan was occupied by the Italians at the beginning of July, the garrison was subjected to continual attack by the R.A.F. A typical raid is described in the following dispatch by Alan Moorehead, of the "Daily Express."

I FLEW in a British bomber on a three-and-a-half hours' raid over Italian East Africa and the enemy border garrison at Kassala, during which wave after wave of British machines swept down in one of the biggest concentrated bombing attacks of the mid-Eastern war.

I went with the three pilots in my formation to get final instructions for the attack. Here on map and aerial photographs was the spot where the Italians had gate-crashed three thousand strong into Kassala; here was the spot where troops were garrisoned, and here probably were machine-gun nests and A.A. batteries.

The commander said: "Bomb them, and strafe them with machine-gun fire, then reconnoitre along roads back into Eritrea."

A moment later I was scrambling into the cockpit of a bomber gingerly keeping my hands off the controls that led down to racks filled with bombs.

We shot up in a stream of dust over this country, which is half as big as Europe, where a man can die of thirst in a day and even Bedouins can scarcely scrape a living from the dead, brown rock and sand.

Across in the other machines, the rear gunners kept spinning their glasses in the turrets in search of enemy fighters.

Gratefully I took a couple of lumps of chewing gum from the young Canadian pilot and watched the minutes tick by. Even to veterans I imagine that this is a moment with the greatest strain—when you don't know what's in front or how you're going to succeed.

In the electric rush of action over the target you have only time for the thrill of absolute confidence and the attitude of "if it's coming to me, I can take it"—that is just fine. But these lads who have grown into seasoned fighters in the past months, showed no feeling either way . . . .

The leading pilot with a nod took us into the attack. From a considerable height we dived, turning and banking to avoid ground fire until we felt we could reach out and touch the target with our hands.

Noiseless above the scream of the motors, the tracer bullets skidded past the glass of the cockpit. Two bursts ripped through the leading bomber's starboard wing.

Our racks opened up and our first salvo was shot downwards on the huts. I heard nothing above the engines except the rat-tat-tat of our forward gun raking the compound from a few hundred feet. Even our bomb explosions did not break through the barrage of noise.

It seemed so easy then—not a sign of a living soul on the ground. All those ten thousand men had been driven to cover and the target was lying out there in a neat inviting pattern on the ground.

Yet we were under fire and there was that gash in the other machine's wing.

Then back from a long detour we were roaring down over Kassala again from an opposite direction.

This time our last load of bombs went down and strafing began in earnest. Three times we were on them with the same lurching side step and a last straight roaring dive.

As we turned to dive again the lads in my 'plane held on to the attack with set, intent faces. Clearly they had forgotten everything else in the world except this whirling little arena of battle.

I had got a splitting headache and felt mildly sick. But soon we were mounting again into the clear, steady air above, and turned for the long journey homeward.

Kassala, Sudanese frontier post, dominates a fertile area beyond which the River Gash loses itself in the desert. These brown basalt crags belong to the unscaled mountains—Jebel Kassala and Jebel Moktam.

Photo, E.N.A.

As we left the target three more dark shapes moved across the sky. The next British formation was flying into the attack . . .

We Thought We had Rammed an E-boat

A British motor torpedo-boat put into port on August 15 with bedding stuffed into a big hole in her bows—the result of ramming an enemy ship much larger than herself. The "scrap" in the North Sea during which this incident occurred is described here by the commanders of the three M.T.B.s involved.

THE M.T.B.s are the Navy's smallest fighting ships, but they boast great speed and strength.

Three of them went out on patrol in the North Sea, captained by Lieut. Mannoch, Lieut. F. A. Hamilton-Hill, R.N.R., and Lieut. Stewart Gould.

Here is the story told on their return to port by Lieutenant Mannoch:

We were suddenly shelled by a vessel which must have seen our bow-waves from a long way off, for the phosphorescence shone brightly in the dense darkness

Next I saw two dark grey shapes ahead, moving slowly. I took them for E-boats, opened fire, and decided to ram one. When I got closer I found it was not an E-boat, but something larger.

I put the wheel over to avoid her, but we hit her six feet from the stern. Our ship climbed right on her upper deck and slewed to starboard before she slipped back in the water. By this time the other two M.T.B.s were on my starboard side, and the three of us gave the German some fierce fire. We were within 500 yards of her, firing at almost point-blank range.

I found our damage was causing trouble—a 10-foot hole in the bottom and a 6-foot hole on the port side. We stuffed all the bedding we could find into the holes, but the water came 3 feet above the mess-deck.

One of the other M.T.B.s took us in tow and we went ahead very slowly. We discovered an enemy vessel of the trawler type astern and we opened fire at 200 yards.

My crew told me they heard screams coming from her, and soon she turned away and broke off the action.

At dawn, on our way back to harbour, we met a Dornier flying-boat. Between the two of us we pumped about 1,000 rounds into her. The last we saw of her was dark smoke pouring from her exhaust as she made for home.

Lieut. Gould added his story:

We beat off an E-boat and then found what looked like another. She fired machine-guns, explosive shells, and grenades at us all at once. The grenades came from a kind of pneumatic gun.

We fired effectively at her gun flashes and had a running fight at 30 knots for about eight minutes. We beat her off, but ran into her again while looking for the damaged M.T.B., and had another five minutes' running fight.—(*Daily Mail.*)

Lieut. Mannoch, captain of the motor torpedo-boat which rammed an enemy warship, is seen right, with members of his ship's company, inspecting the damaged bow after the torpedo-boat had been taken from the water at her base.

Photo, Planet News

There Will Be No Nazi Aggression in Iceland

ON May 16, 1940, a little over a month after German troops had marched into Denmark, the British Foreign Office announced that British troops had landed in Iceland to secure the country against German invasion. Since then they have been reinforced by a detachment of Canadian soldiers—yet another example of the working of the spirit of Imperial fellowship. The photographs in this page show something of the life of the troops in Iceland and incidents in their preparation to defend the island against invasion. Left, men of the West Yorkshire Regiment are at anti-tank practice. Below, a Canadian officer is chatting with two Iceland women who are wearing their native costumes.

Battle dress is worn not only by the troops in Iceland, but by the men of the Royal Navy who are there on the work of maintaining communications with Britain and landing supplies. In the two photographs, centre, are soldiers and sailors who are making themselves at home in their strange surroundings. The equipment of the troops is excellent, and above are men of the Canadian "Royals" manning Bren gun carriers.

Photos, British Official: Crown Copyright

They Have Won Honour in Freedom's Cause

Capt. A. G. B. Wainwright, R.A., M.C., for displaying great courage. No task proved too difficult for him to undertake.

Major J. Murray Prain, Fife and Forfar Yeomanry, D.S.O., for distinguished services in the field.

Maj. R. Graham, O.B.E., for displaying conspicuous bravery and devotion to duty in the course of military operations.

Maj. A. E. S. Adair, M.C., Grenadier Guards, D.S.O., for displaying gallantry as well as splendid devotion to duty.

Lieut.-Col. Norman Coxwell-Rogers, Royal Engineers, D.S.O. for conspicuous bravery and courage during military operations.

Col. H. F. Grant-Suttie, D.S.O., M.C., C.B.E., for distinguished services rendered in the field against the enemy.

Capt. R. Pilkington, M.P., M.C., for great courage. As Parliamentary Secretary to Mr. O. Stanley, he resigned his job to join up.

Lieut. D. L. Rome, M.C., for displaying great courage and conspicuous gallantry during operations against the enemy.

Lance-Sergt. P. Brown, R.A., M.M., for displaying bravery in the field in the course of operations in Belgium.

Lieut.-Col. (Acting Brigdr.) A. L. Kent Lemon, York and Lancaster Regt., C.B.E., for distinguished services in the field.

Lieut.-Com. J. E. H. McBeath, R.N., of H.M.S. "Venomous," **D.S.O.,** for gallant services during coastal operations.

Pilot-Officer R. M. Taylor, D.F.C., for displaying particularly good work as a fighter pilot extending over a long period.

Able-Seaman D. Wilson, of H.M.S. "Watchful," **D.S.M.,** for enterprise and courage displayed in stripping enemy mines.

Wing-Com. Lord Willoughby de Broke, R.A.F., A.F.C., for displaying untiring and devoted service in performing his duties.

Capt. W. Gifford, of s.s. "Highlander," **O.B.E.,** for splendid services. He and his crew shot down two enemy aircraft.

Squadron-Leader Selway, D.F.C., for displaying great gallantry as well as devotion to duty in air operations.

Squadron-Leader W. M. Churchill, D.S.O., and D.F.C., for displaying courage and devotion to duty during operations in the air.

Pilot-Officer D. G. Gribble, D.F.C., for gallantry in the air. He destroyed 3 Messerschmitts and in addition damaged many others.

Pilot-Officer J. A. M. Reid, D.F.M., for skilful navigation during a reconnaissance. Promoted from Sergeant since award was announced.

Acting Flight-Lieut. P. W. Lynch-Biosse, D.F.C., for carrying out successful work in locating and bombing enemy targets.

Pilot-Officer J. A. A. Gibson, D.F.C., for destroying 8 enemy aircraft and for engaging and smashing a Junkers 87.

Sergt. Gamble, D.F.M., for great courage during air operations. Though he was badly wounded, he continued his job.

Pilot-Officer J. K. U. Blake McGrath, D.F.C., for displaying courage and determination. He destroyed at least 12 enemy aircraft.

Pilot-Officer P. C. F. Stevenson, D.F.C., for great courage during intensive air operations in the Channel and Thames Estuary.

Flying-Officer T. B. Fitzgerald, D.F.C. for courage in the air. Though he was wounded, he saved the lives of his crew.

OUR DIARY OF THE WAR

WEDNESDAY, SEPTEMBER 4, 1940 *368th day*

On the Sea—British naval units reported to have torpedoed German transport off Skagen on September 3.

Stockholm reported that between August 18 and 26. six German merchant ships were sunk off Norway.

Admiralty announced that H.M. minesweeping trawler " Royalo " had been sunk.

Reported that British liner " Avoceta " had fought battle with U-boat off Portuguese coast.

In the Air—R.A.F. bombed Calais and Boulogne. During night they penetrated enemy territory as far as Stettin, where synthetic oil plant was bombed. Other forces started fires amongst military stores in Harz Mts., Thuringian Forest, and Black Forest.

Attacks also made on power station and aircraft factory at Berlin; oil stocks at Magdeburg; goods yards at Nienburg; aerodromes in France and Belgium.

Aircraft of Coastal Command attacked oil tanks at Cherbourg and docks at Terneuzen.

War against Italy—R.A.F. carried out sustained and successful raids on all principal aerodromes in Eastern Libya. Bombers of S. African Air Force raided Javello.

Home Front—In morning two forces of enemy aircraft attempted to bomb aerodromes in Kent and Essex, but were driven off. Later other formations crossed S.E. coast, some of which penetrated our defences. Bombs were dropped on a Medway town and in scattered areas in South-East.

During night raid on London A.A. defences put up heavy barrage. Scattered raids over the country. Most casualties occurred in two towns in North-East and one in South-West.

Fifty-four enemy aircraft destroyed. Seventeen British fighters down, but pilots of twelve safe.

Guns fired across the Channel from Dover.

Rumania—Premier, M. Gigurtu, and his Cabinet resigned. King Carol requested Gen. Antonescu, former Minister of National Defence and Chief of Staff, to form new Government.

THURSDAY, SEPTEMBER 5 *369th day*

On the Sea—Admiralty announced that there had been naval operations by British forces in Eastern and Western Mediterranean, extending over five days. Italian fleet turned tail; Italian base in Dodecanese was bombarded, and Fleet Air Arm attacked aerodromes in Sardinia and the Dodecanese.

Reported that 37 survivors of torpedoed British ships " Penzance " and " Blairmore " had arrived at Baltimore.

Admiralty announced that H.M. destroyers " Ivanhoe " and " Esk " had been sunk.

In the Air—R.A.F. again bombed military objectives concealed in German forests. Other targets were synthetic oil plant at Stettin; tanks at Kiel; refineries at Hamburg and Regensburg; Emden Docks; goods yards at Hamm and Soest; and many Dutch and German aerodromes.

Other forces heavily bombed port of Boulogne, gun positions at Gris Nez, and harbour at Calais.

War against Italy—R.A.F. attacked great Fiat works at Turin during night, causing heavy damage.

Enemy bombed Matruh, Egypt, causing slight damage but no casualties. Few bombs dropped at Suez.

Home Front—Enemy renewed attacks on Britain. Large formations attempted to attack aerodromes on both sides of Thames Estuary, but were driven back. Bombs dropped on industrial plants on Thames-side.

Several districts in Kent attacked; part of a hospital demolished. Fierce air fighting reported over several parts of S.W. England, but damage caused by bombs was slight.

London was again attacked, bombs being dropped during day on outskirts. During night high explosive and incendiaries did some damage. District in Wales also bombed.

Thirty-nine enemy aircraft destroyed. Twenty British fighters missing but pilots of nine safe.

Rumania—Royal decree dissolved Parliament. New Premier, Gen. Antonescu, given dictator's powers.

FRIDAY, SEPTEMBER 6 *370th day*

In the Air—R.A.F. raided Berlin during night for three hours. Targets which were hit included West power station, B.M.W. aero-engine works and Salzhof oil reservoir.

Attacks continued on military objectives concealed in Black Forest, and large fires and explosions ensued. Railway sidings at Krefeld, Hamm, Soest, Mannheim and Ehrang bombed with success.

Other formations bombed gun emplacements and aerodromes on French coast.

War against Italy—Enemy aircraft raided Haifa but were driven off.

Home Front—Big enemy air attacks repulsed over S.E. England, objectives being R.A.F. aerodromes. In morning battle 34 raiders shot down in one hour. Bombs caused slight damage to one factory in Thames Valley. During afternoon enemy crossed Kent coast but were driven back. Later, five formations crossed North Kent coast. Fire was caused to industrial plant on north bank of Thames.

During night enemy penetrated into London area and high explosive and incendiary bombs were dropped. Elephant and Castle district suffered severely.

Damage done in North-West. Attack on cathedral town in West Country.

Forty-six raiders destroyed. Britain lost 19 fighters, but pilots of twelve safe.

Rumania—King Carol abdicated in favour of his son Prince Michael.

THE POETS & THE WAR

XXXII

SONG OF A HOME GUARD

By Lord Dunsany

If with parachute and gun
The Nazis come and I get one,
Richer for his blood will blow
Kentish flowers which we know
On some sunny slope whereby
We encounter, he and I;
Or stronger some dog-daisy grow
Underneath a summer sky.
Or, when the hills of chalk are dry
And golden are the stalks of grass,
Some patch of thyme with deeper glow
May cheer whoever chance to pass,
Or tempt and feed the wandering bee
With that blood from oversea;
Or brighter shall a borage shine
Or sweeter smell some eglantine.
And just the same if he gets me.

—Evening Standard

SATURDAY, SEPTEMBER 7 *371st day*

In the Air—R.A.F. made determined attacks on enemy shipping in Channel ports. Other bomber squadrons attacked Krupps' works and other targets in the Ruhr.

Further attacks made on war materials stored in Black Forest. Aerodromes bombed included those at Colmar, Gilze-Rijen, Wesel, Krefeld, Brussels, Querqueville, Soesterburg and Eindhoven.

War Against Italy—Enemy aircraft raided Port Sudan, causing little damage.

Home Front—Severe and widespread damage caused in heaviest German air attacks yet made on London. They began in afternoon and continued until dawn.

Raiders came in two waves and spread out, some making for aerodromes in Surrey, Kent and Essex, others for docks, others for London. Fiercest fighting raged from East London down to Thames estuary. Fires started and damage done to lighting and other public services. Two schools badly damaged. Casualties 306 killed, 1,397 seriously injured.

Enemy lost 103 machines. Britain lost twenty-two, but pilots of nine safe.

SUNDAY, SEPTEMBER 8 *372nd day*

On the Sea—Admiralty reported that aircraft of Fleet Air Arm had bombed two enemy supply ships off Norway, sinking one and severely damaging the other.

In the Air—During night strong bomber forces attacked French and Belgian Channel ports and convoys in North Sea. Raids on Hamburg, Bremen and Emden.

War Against Italy—British patrol from Kenya penetrated 16 miles into Abyssinia and inflicted casualties on garrison at Gorai.

Home Front—Towards midday large force of enemy aircraft approached coast north of Dover. They were hotly engaged and only small formations penetrated inland. Bombs fell mostly in rural areas.

From 8 p.m. raiders carried out prolonged attacks on London and were met by intense A.A. bombardment. Bombing became indiscriminate. Damaged premises included three hospitals, a church and two museums. Aerial torpedo partially demolished block of flats in E. London. Docks on both sides of Thames heavily bombarded. Casualties numbered 286 killed, approx. 1,400 badly injured.

Eleven Nazi 'planes shot down. Britain lost three, but one pilot safe.

MONDAY, SEPTEMBER 9 *373rd day*

On the Sea—Admiralty announced that in Mediterranean H.M. submarine " Osiris " had sunk one Italian supply ship, and H.M. submarine " Rorqual " two.

Aircraft of Fleet Air Arm reported to have attacked enemy supply ship in Haugesund, a tanker south of Bergen, and a German military hutment camp in Bergen area.

H.M. submarine " Phoenix " considerably overdue and presumed lost.

In the Air—R.A.F. raided Berlin and blew up Neukoln gasworks. Bombs dropped on naval dockyard at Hamburg; shipyards and docks at Bremen, Kiel, Wilhelmshaven and Wismar; goods yards at Krefeld and Brussels; and several aerodromes.

Fresh and sustained attacks made on shipping and concentrations of invasion barges at Ostend, Calais, Boulogne, and Flushing, and on gun emplacements at Cap Gris Nez.

War against Italy—Fifty civilians killed when Italian 'planes bombed Tel-Aviv for first time.

R.A.F. bombers successfully attacked number of aerodromes in Libya.

Home Front—Day and night raids made on London. During evening bombs dropped in South London, town in Kent attacked, houses wrecked and people killed. Dog fight took place over Houses of Parliament when enemy were chased up river from London Bridge.

During night bombs were dropped at random. Some fell in City causing fires in immediate vicinity of St. Paul's Cathedral and Guildhall. Others hit large maternity hospital, children's hospital, Poor Law institution for the aged, Nurses' Home attached to a hospital, hall of a City Livery Company, workmen's dwellings in East End, and many other residential districts in West and North London.

Fifty-two raiders down. Thirteen R.A.F. fighters missing, but six pilots safe.

Dover area shelled from France during evening; enemy's gunfire was returned.